

City of Parks

Olmsted Parkways Multi-use Pathway System

Phase 1 Design Overview

October 22, 2012

INTRODUCTION

AGENDA

- 6:00-7:00- Open House
- 7:00-7:30- Presentation
 - Master Plan overview
 - Design considerations
 - Design issues & solutions
 - Pedestrian amenities
 - Project schedule
 - Questions
- **7:30-8:00- Questions and Answers/Open House**

A map showing the Olmsted Parkways Multi-use Pathway System Phase 1 Design Overview. The map features a network of pathways highlighted in black, connecting various parkways. Labels on the map include 'SOUTHWESTERN PARKWAY' at the top left, 'EASTERN PARKWAY' at the top right, and 'SOUTHERN PARKWAY' at the bottom center. A large, semi-transparent yellow text overlay reads 'Master Plan Overview'. The map also shows various road numbers and landmarks.

Master Plan Overview

Olmsted Parkways Multi-use Pathway System Phase 1 Design Overview

INTRODUCTION

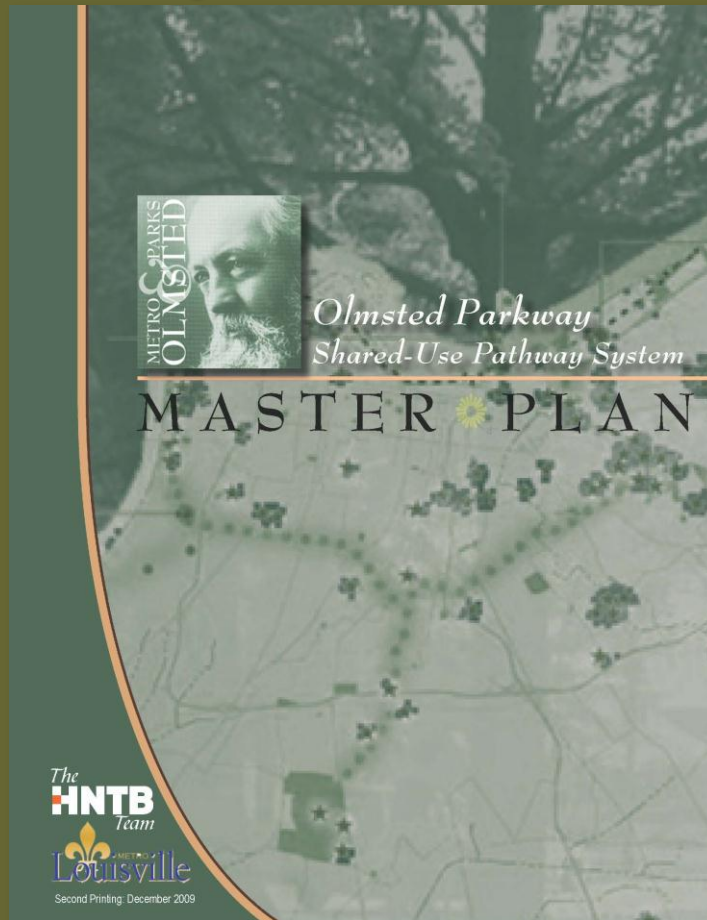
Why are we here?

- Louisville Metro Parks is implementing improvements along Southwestern, Algonquin, and Southern Parkways

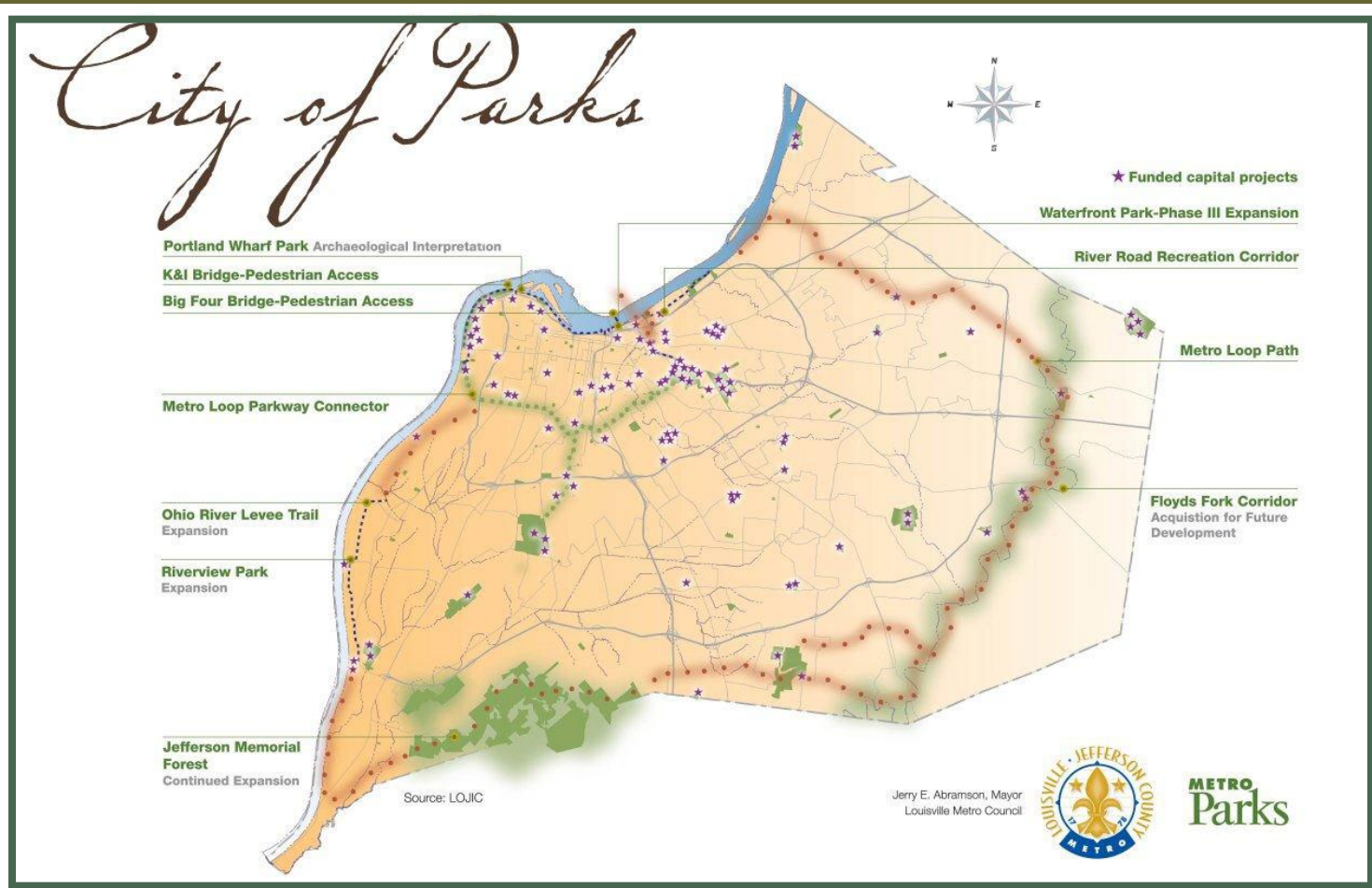
INTRODUCTION

Why are we here?

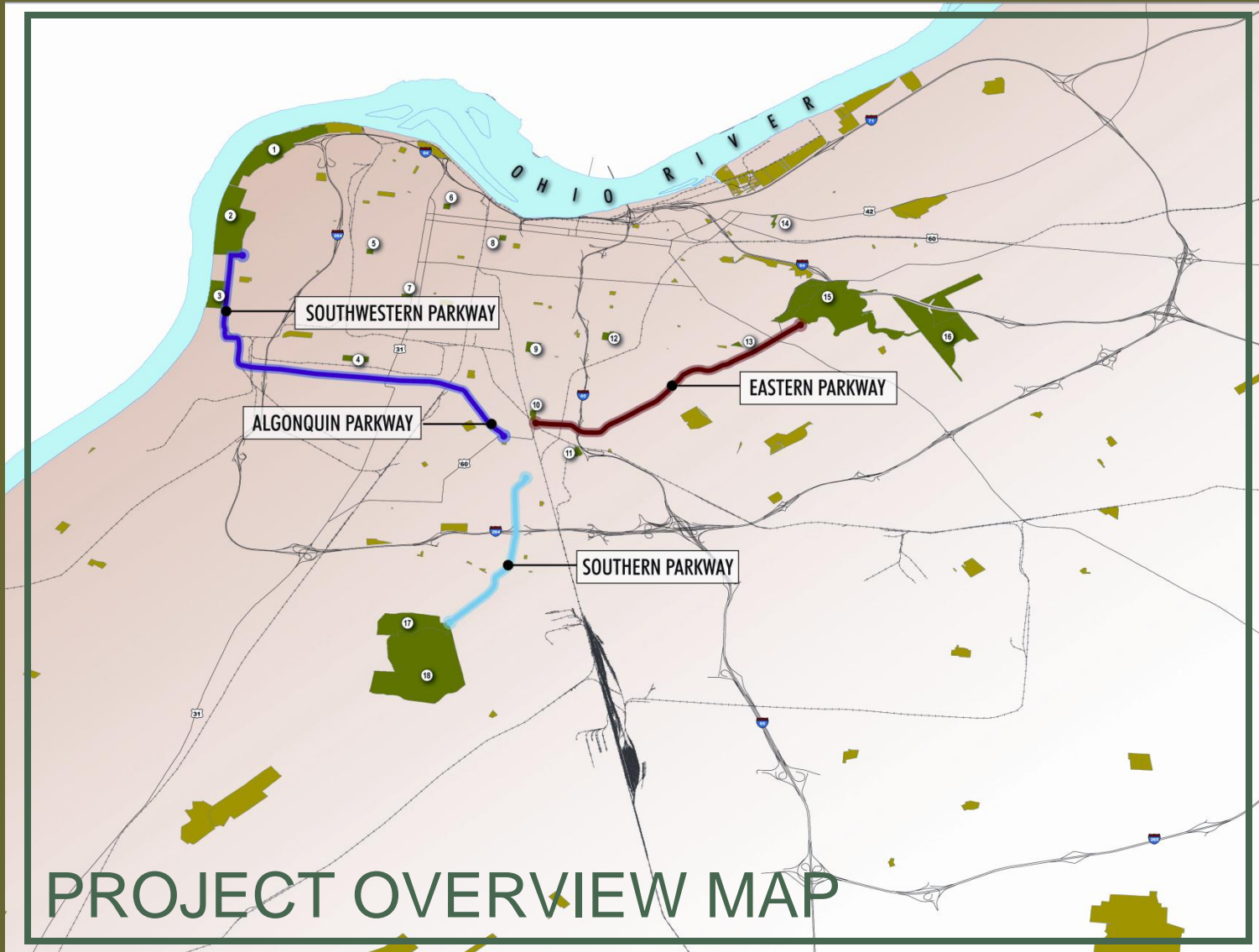
- In 2009, a master plan was completed that outlined how shared-use pedestrian facilities could be incorporated



MASTER PLAN OVERVIEW



MASTER PLAN OVERVIEW



Olmsted Parkways
OLMSTED PARKWAYS MULTI-USE PATHWAY SYSTEM MASTER
PLAN View & Summary

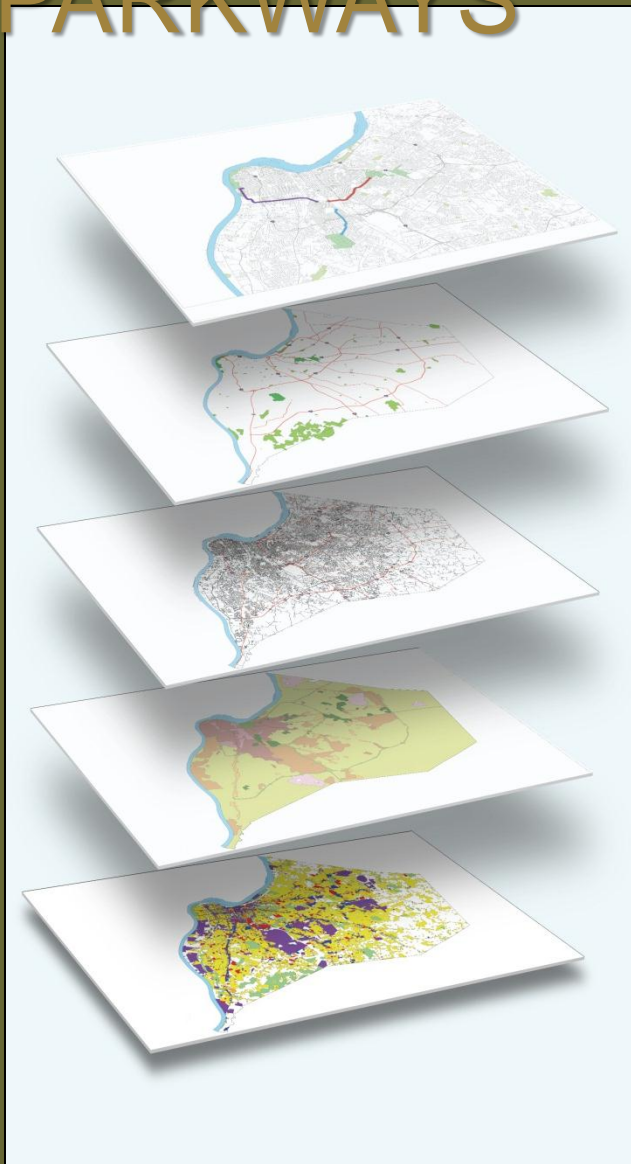
MASTER PLAN OVERVIEW

Purpose of Master Plan:

Incorporation of contemporary bike and pedestrian features into the Parkways without degrading their historic significance.



THE COMPLEXITY OF THE PARKWAYS



- Historic Character
- Transportation Issues
- Traffic issues
- Adjoining Land Uses
- Property Issues
- Tree Canopy
- Political Jurisdictions (council districts)
- Neighborhoods
- Utilities and Infrastructure
- Natural Areas & Conditions
- Bikeways and Trails

COMMUNITY ENGAGEMENT PROCESS



COMMUNITY INPUT PROCESS:

- Community Advisory Group (CAG)
 - Bus Tour of Parkways
 - 4 meetings
- Technical Advisory Committee
 - Specific Issues
- Key Stakeholder Interviews
- Public Official Briefings
- Media Interviews
- Park Staff Working Sessions
- Public Meetings (2)
- Design Phase Public Meetings (2)

COMMUNITY ENGAGEMENT PROCESS

COMMUNITY ADVISORY GROUP (CAG):

- Neighborhood Association Liaisons
- Citizens along each Parkway
- Olmsted Conservancy
- Public Officials/Representatives
- Business Owners
- Utility representatives
- Representatives from specific city agencies (TARC, public works)
- Kentucky Transportation Cabinet
- Representatives from significant affected institutions (University of Louisville, Churchill Downs)
- Bicycling Coalition and other user group organization representatives.

A black and white photograph of a group of cyclists riding on a paved path. The path is lined with trees, and a diamond-shaped road sign is visible on the left. The cyclists are wearing helmets and casual riding gear. The image is used as a background for the title text.

Design Considerations

Olmsted Parkways Multi-use Pathway System
Phase 1 Design Overview

ARTERIAL TRAFFIC TAMING

Control Operating Speeds

- Progressive Signal Timing
- Narrower Travel Lanes
- Road Diets
- Focus on **safety & efficiency**



ROAD DIETS

“Classic Road Diet:” 4 lanes to 3



- Removes 3 conflict points
- Through traffic allowed to continue without being impeded by left turn traffic
- Produces drastic reduction in number of accidents
- Increases efficiency

PEDESTRIAN CONSIDERATIONS



Mid-Block Crossings



Median Refugee Islands



Pedestrian push-buttons and signage



Countdown signals



Universal design

BICYCLE AND PEDESTRIAN FACILITIES

Accommodation of ALL levels of bicyclists,

- Advanced, experienced
- Basic, or less confident



BICYCLE AND PEDESTRIAN FACILITIES

The Master Plan analyzed the engineering and traffic issues associated with bike and pedestrians in order to develop the SAFEST



BICYCLE AND PEDESTRIAN FACILITIES

Examined each type of bicycle facility

- On-street bicycle lanes
 - Shared-use lanes (“sharrows”)
 - Shared-use paths





Design Issues & Solutions

Olmsted Parkways Multi-use Pathway System

Phase 1 Design Overview

DESIGN ISSUES & SOLUTIONS

SOUTHWESTERN PARKWAY

Shared-use path on west side of parkway from Shawnee Park to Chickasaw Park. Shared-use path on east or north side of parkway with improved mid-block crossings.

ALGONQUIN PARKWAY

Shared-use paths on both sides of street utilizing new service drives and new 10' connections.

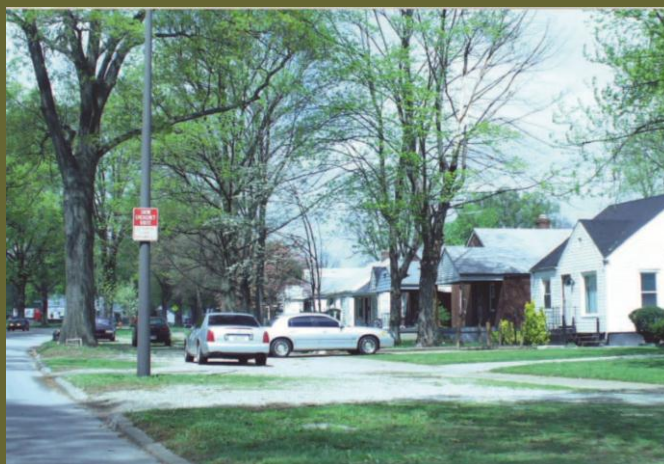
SOUTHERN PARKWAY

Shared-use paths on both sides of street utilizing existing service drives and new 10' connections

DESIGN ISSUES & SOLUTIONS

ENCROACHMENTS

- Removing unauthorized elements placed in the right-of-way to maximize green space and help restore the character of the Parkways.
 - Relocate dumpsters
 - Remove excess business or residential drives / entrances
 - Remove unnecessary pavement
 - Remove brush
 - Remove unnecessary signage



DESIGN ISSUES & SOLUTIONS

ROADWAY / ACCESS MANAGEMENT

- Improving roadway function and safety while restoring Parkway character.
 - Reduce / tighten curb radii
 - Reconstruct alley approaches that will be impacted during construction process
 - Adapt oversized business or residential entrances / drives to better reflect design standards
 - Provide new service drives (Algonquin & Southern)
 - Reduce road to three lanes by implementing a “road diet” (Algonquin & Southern)



Reducing radius of curbs



Creating new service drives

DESIGN ISSUES & SOLUTIONS

BICYCLE & PEDESTRIAN IMPROVEMENTS

- Providing facilities to accommodate cyclists and pedestrians to make the Parkways more accessible.
 - Create connections to residential sidewalks
 - Provide crosswalk with a warning signal to oncoming vehicular traffic
 - Construct 10' shared use paths
 - Post signs and warning signal at railroad crossing
 - Relocate mid-block crossing at Chickasaw Park
 - Add bike lanes



Reconfiguring roadway for safety and to provide bike lanes

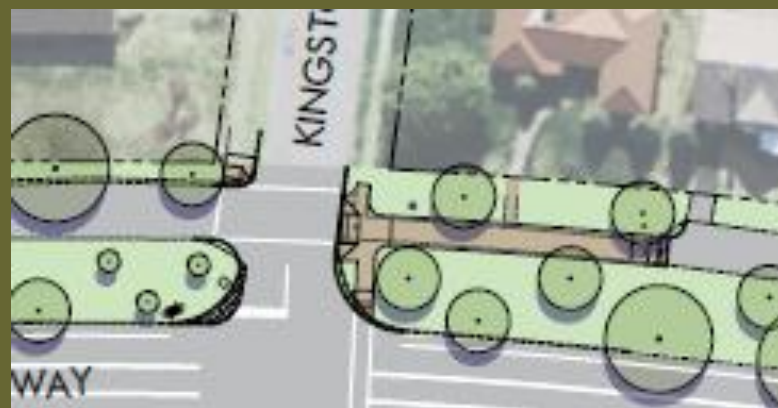
DESIGN ISSUES & SOLUTIONS

BICYCLE & PEDESTRIAN IMPROVEMENTS

- Providing facilities to accommodate cyclists and pedestrians to make the Parkways more accessible.
 - Create connections to residential sidewalks
 - Provide crosswalk with a warning signal to oncoming vehicular traffic
 - Construct 10' shared use paths
 - Post signs and warning signal at railroad crossing
 - Relocate mid-block crossing at Chickasaw Park
 - Add bike lanes



Improving street crossings



Connecting service drives and sidewalks

DESIGN ISSUES & SOLUTIONS

Landscape Improvements

- Restoring missing lawn and trees to maximize green space and re-establish the historic Parkway character.
 - Reclaim lawn area where existing pavement is no longer necessary
 - Plant trees where they are missing from the historic tree network



Removing gravel/paving that is unnecessary



Planting missing trees

SOUTHWESTERN & ALGONQUIN PARKWAYS



INDUSTRIAL SECTION - BEFORE

SOUTHWESTERN & ALGONQUIN PARKWAYS



INDUSTRIAL SECTION - AFTER

SOUTHWESTERN & ALGONQUIN PARKWAYS



ALGONQUIN - BEFORE

SOUTHWESTERN & ALGONQUIN PARKWAYS



ALGONQUIN - AFTER

SOUTHERN PARKWAY



SOUTHERN - BEFORE

SOUTHERN PARKWAY



SOUTHERN - AFTER

SOUTHERN PARKWAY



SOUTHERN - BEFORE

SOUTHERN PARKWAY



SOUTHERN - AFTER

SOUTHERN PARKWAY



SOUTHERN - BEFORE



METRO PARKS
AND RECREATION

SOUTHERN PARKWAY



SOUTHERN - AFTER



Pedestrian Amenities

Olmsted Parkways Multi-use Pathway System
Phase 1 Design Overview

PEDESTRIAN AMENITIES

Items recommended by Louisville Metro Parks:



Bench

Manufacturer: Landscape Forms

Model: SC3005-BS-72

Color: Stormcloud



Accessible Fountain w/ Pet Fountain

Manufacturer: Murdock Fountains

Model: M-80-PF

Color: Forest Green or Black



Trash Receptacle

Manufacturer: Landscape Forms

Model: SC5002-24-33

Color: Stormcloud

PEDESTRIAN AMENITIES



Bike Rack:

Manufacturer: Creative Pipe

Model: Inverted "U" racks- Model WU

1.5" dia. pipe

Surface Mount or In Ground

www.creativepipe.com

800.644.8467



Light Fixtures:

Cut-off HADCO fixture,
energy efficient

Manufacturer: HADCO Lighting

Model: - City of Louisville Olmsted Fixture
Type V Wide Refractive Globe (R54)
(with optional housings)

www.hadco.com

800.331.4185

Typical Light Fixture.

PEDESTRIAN AMENITIES



Recommended Bus Shelter
– existing TARC Standard

Location for possible
Interpretive signage



A map showing the Olmsted Parkways Multi-use Pathway System Phase 1 Design Overview. The map features a network of roads and pathways. Key roads labeled include Southwestern Parkway, Eastern Parkway, and Southern Parkway. A thick black line indicates the proposed multi-use pathway system, which runs along Southwestern Parkway, then turns south and east, following Eastern Parkway and Southern Parkway. The map also shows various road numbers (e.g., 4, 9, 10, 11, 12, 13, 21, 60) and a body of water in the upper right. The title "Project Implementation" is overlaid in large, bold, yellow text with a white outline.

Project Implementation

Olmsted Parkways Multi-use Pathway System

Phase 1 Design Overview

IMPLEMENTATION

Design & construction are currently funded...

- Funded through a combination of state and Federal transportation dollars (SLO, CMAQ)
- Design funding for all segments
- Construction funding for Southwestern and parts of Algonquin

IMPLEMENTATION

What is included in this

- ~~Project?~~ Southern Parkway- design of new shared-use path
- Algonquin Parkway- design of new service drives and shared use paths, road diet with on-street bicycle facilities
- Southern Parkway-design of new service drives and shared use paths, road diet with on-street bicycle facilities

IMPLEMENTATION

What is included in this

- Pedestrian and site amenities
- New pedestrian lighting
- Restoration of historic tree lines
- Intersection improvements

IMPLEMENTATION

Project status...

- Consultants are finishing Phase 1 Design
- Federal environmental and historic reviews completed
- Final design (Phase 2 Design) anticipated to be complete by Summer 2014
- Construction anticipated to start end of 2014

Questions

Olmsted Parkways Multi-use Pathway System Phase 1 Design Overview

City of Parks

Olmsted Parkways Multi-use Pathway System

Phase 1 Design Overview